



PROPOSED PAVING MORATORIUM EXTENSION FROM THREE YEARS TO FIVE YEARS

Public Works Department

City Council
September 20, 2022

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BACKGROUND

Date	Action
May 12, 2022	Mobility & Infrastructure Committee received a Streets Paving and Resurfacing Projects Update. The committee received and filed the report and recommended that City Council extend the paving moratorium from 3 years to 5 years
May 17, 2022	City Council discussed the FY 2022-24 Proposed Biennial Budget and reviewed the Critical Unfunded Needs scoring results. It recommended an additional \$8 million in Measure Z funds to "Maximize Roads and Streets" to increase paving and roadway preservation efforts.
June 1, 2022	City Council approved the FY 2022-24 Biennial Budget which included the additional \$8 million in Measure Z to help improve roads Citywide.

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BACKGROUND

1. Most agencies have adopted paving moratoriums for paved streets and alleys to safeguard them from early deterioration
2. Paving moratoriums typically vary between 3 or 5 years. The City of Riverside is currently utilizing a 3-year moratorium
3. Despite the best coordination, utility companies may need to cut into a newly paved street to install, repair, or service an underground utility
4. Utility companies are required to do more extensive pavement repairs for work that occurs during a moratorium



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UTILITY TRENCHING IMPACTS

1. Creates an entry point for water – damages the underlying layers
2. Weakens pavement structure
3. Repaired sections may introduce roughness. Rough roads can cause vehicle to bounce and leads to early pavement damage.



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PW STANDARD DRAWING NO. 453

1. "No Trenching, Cutting, Potholing, Grading or Coring will be allowed, except for emergencies to provide service connections. If the street has been paved for resurfaced within the previous three years"
2. \$1.4 million to repave 1 mile of arterial road
3. \$525,000 to repave 1 mile of a local/collector road
4. \$40,000 to slurry 1 mile of local/collector road
5. Oil prices are on the rise; paving materials costs expected to increase by at least 10%
6. City has incorporated a Rubberized Asphalt Membrane to guard against water intrusion and provide a quieter riding road.



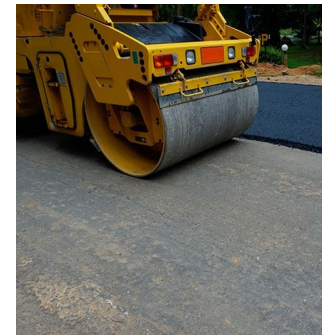
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CITY'S ROADWAY SYSTEM AND AVAILABLE FUNDING

1. 875 centerline miles of roadway
2. Overall Pavement Condition Index (PCI) score of 61 (2018), new roads have a PCI of 100
3. The Pavement Management Program study recommended an annual budget of \$24 million (2018)
4. Recent Paving Maintenance Budgets: FY 2019-20 \$21 million, FY 2021-22 \$19.2 million
5. Fuel prices are very high and if motorists reduce their gasoline consumption, there will be less Gas Tax allocation

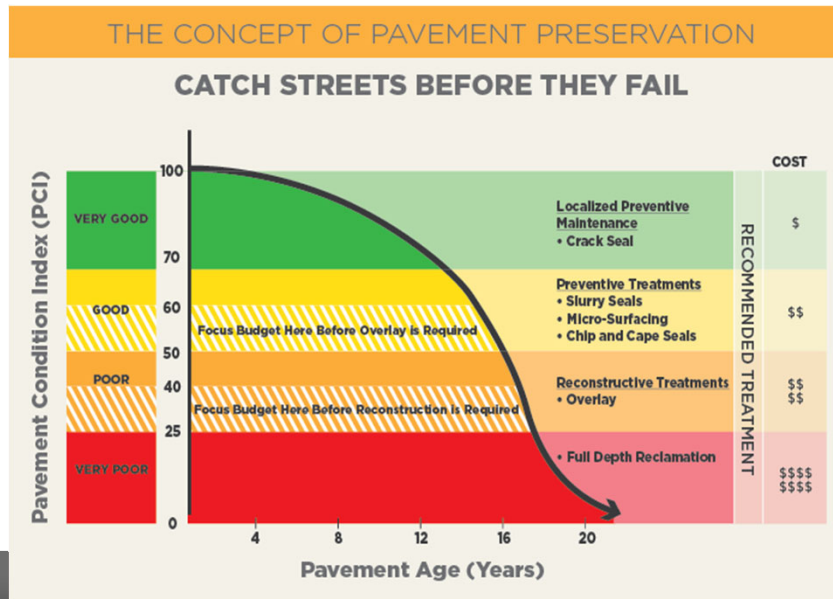


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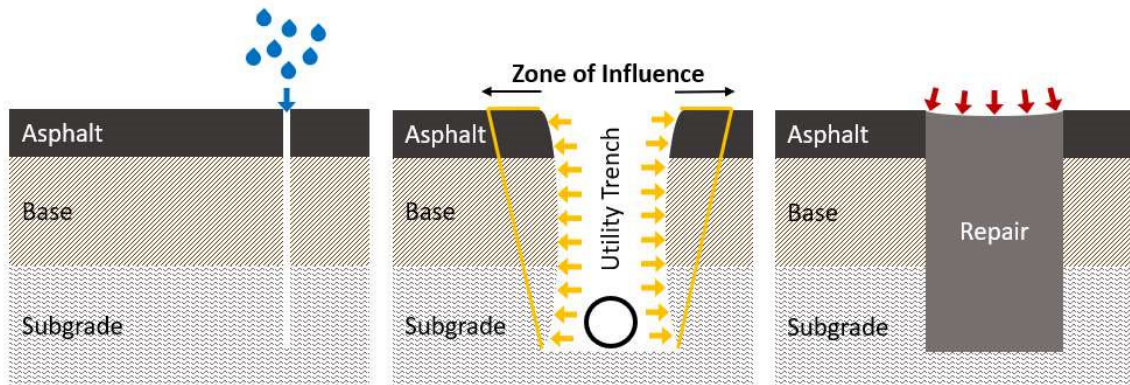
PAVEMENT DEGRADATION



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WATER UTILITY CUTS DAMAGE THE ROADWAY



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RECENT IMPACTS TO NEWLY PAVED STREETS

Cochran Ave between La Sierra Ave and Golden Ave



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RECENT IMPACTS TO NEWLY PAVED STREETS

La Sierra Ave and Magnolia Ave Projects



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STRATEGIC PLAN ALIGNMENT



Strategic Priority 6 – Infrastructure, Mobility & Connectivity

Goal 6.1 – Provide, expand and ensure equitable access to sustainable modes of transportation that connect people to opportunities such as employment, education, healthcare, and community amenities.

Goal 6.2 – Maintain, protect and improve assets and infrastructure within the City's built environment to ensure enhance reliability, resiliency, sustainability, and facilitate connectivity.

Goal 6.4 – Incorporate Smart City strategies into the planning and development of local infrastructure projects.

Cross-Cutting Threads



Community Trust



Fiscal Responsibility



Sustainability & Resiliency



Equity



Innovation



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RECOMMENDATIONS

That the City Council:

1. Receive and file an update on typical street paving and resurfacing projects; and
2. Approve extending the paving moratorium from three years to five years to better support the Pavement Management Program.



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